

Nos 369-70

Y3 TYPE

PROFILE + DECKS

Y4 TYPE

NN. APTJ USHA

971-2. - 3/10/41

973-6 - 24/10/41

977-8 - 14/11/41

979 - 8/1/42

980/1 - 14/1/42

82/90

N/N FAIRWATER

Yard No. Name First Entry Rpt. No.

969	<u>"N.N. FRINTON"</u> "EMPIRE AUSTEN"	21837
970	"EMPIRE GALAHAD"	21915
971	"EMPIRE LANCER"	22086
972	"EMPIRE PENNANT"	22115
973	"COULGORM"	22116
976	"CAPE HOWE"	22190
977	"EMPIRE TREASURE"	22243
978	"EMPIRE BEATRICE"	22284
979	"EMPIRE BUCKLER"	21969
980	"EMPIRE PIBROCH"	22047
981	"EMPIRE FALSTAFF"	22342
982	"EMPIRE SERVICE"	22374
990	"EMPIRE FLORIZEL"	22357

N/N Usha WS 681
aptj N
Freest

002674-002681-0130

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S. S. N° 969-970

SECRET AND CONFIDENTIAL

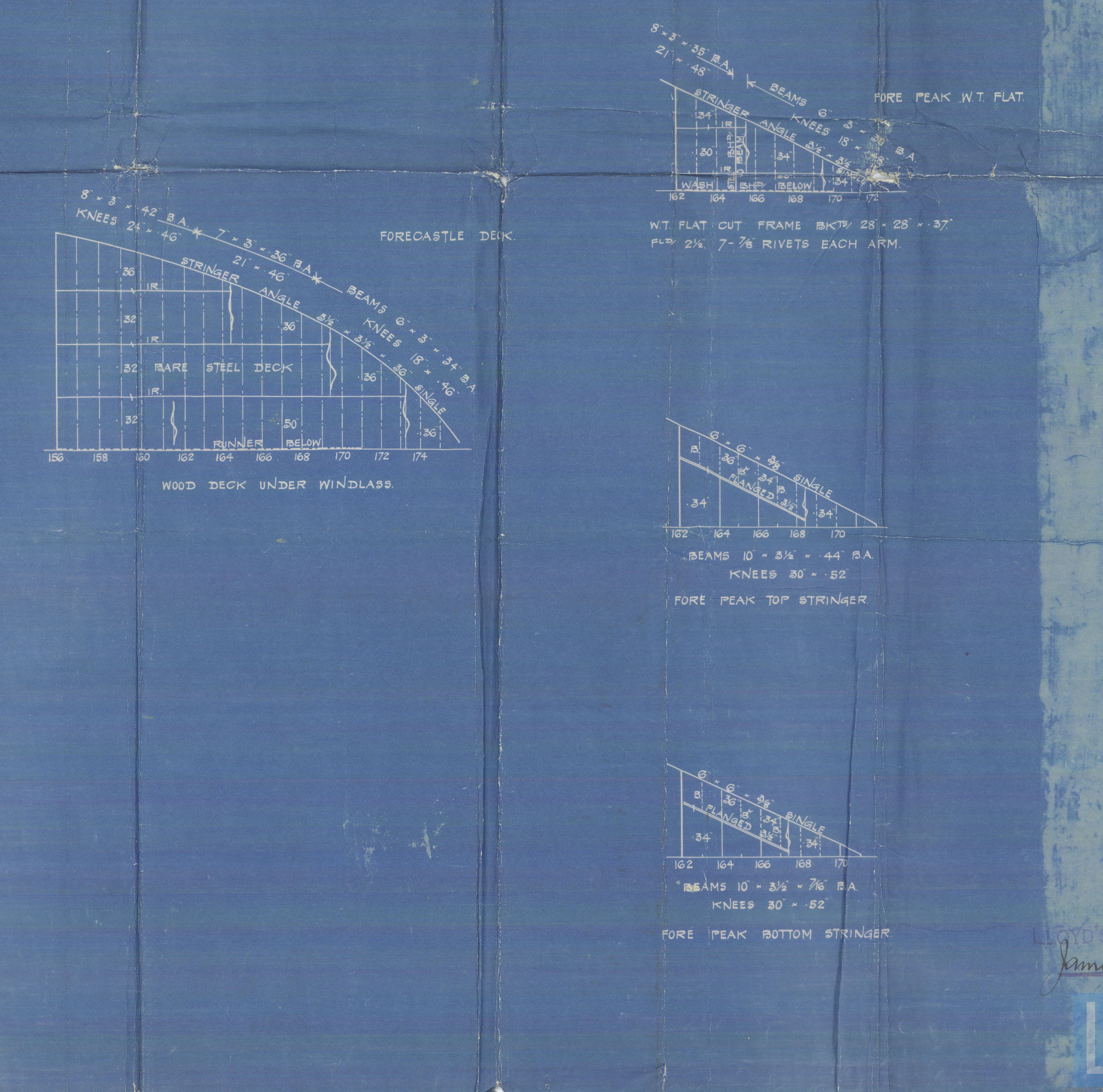
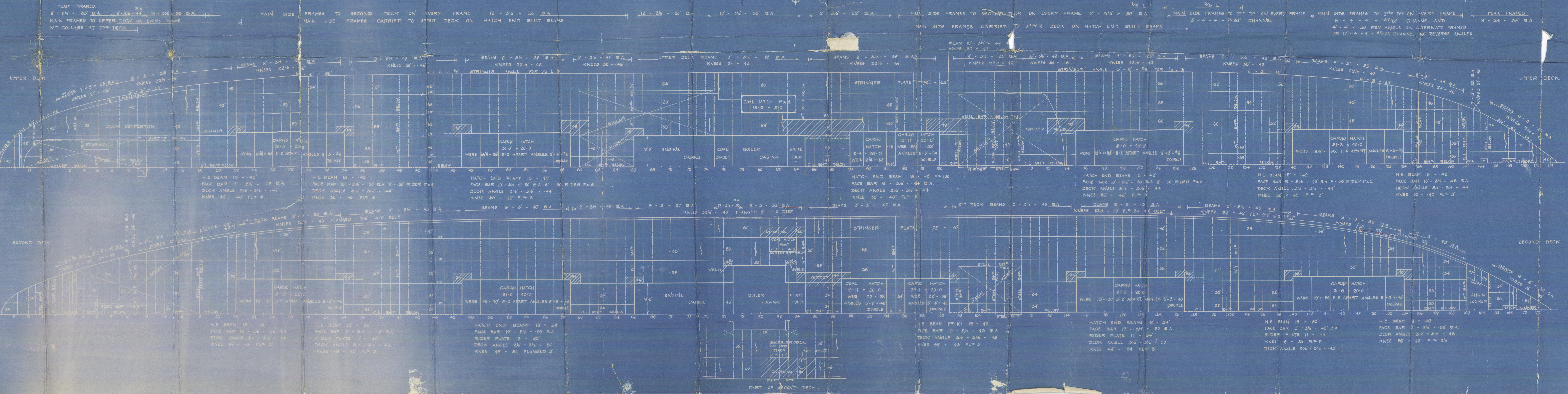
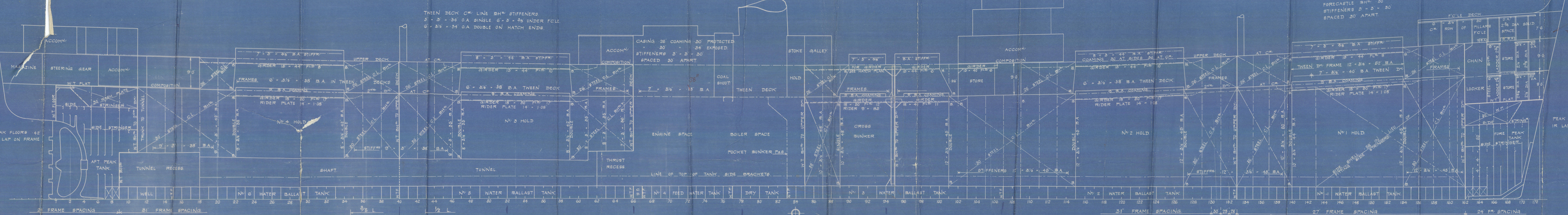
EMERGENCY PROGRAMME
STEAM CARGO VESSELS Y3 TYPE
PROFILE AND DECKS PLAN.

SCALE 1/8" = 1 FOOT

DIMENSIONS: 425'-0" BP ON L.W.L. - 56'-0" MLD - 27'-9" MHP TO 2ND DECK - 36'-10" MHP TO UPPER DECK
TO CLASS 100A1 WITH FREEBOARD AT LLOYD'S SPECIAL SURVEY

THE SCANTLING ARE SUITABLE FOR A DRAUGHT 18 IN
EXCESS OF THAT COMPLETED BY THE RULES FOR A
COMPLETE SUPERSTRUCTURE VESSEL HAVING A TONNAGE OPENING

THE SCANTLING OF ANGLE, BULB ANGLE AND CHANNEL SECTIONS GIVEN ON THIS PLAN ARE "N.B.S." AND ARE THE MINIMUM WHICH WILL BE ACCEPTED FOR THE FULL DRAUGHT	SHEER FORWARD = 108 SHEER 1/2 L FORWARD = 61 SHEER AFT = 54 SHEER 1/2 L AFT = 50 1/2 DISPLACEMENT CO-EFF = 75 ROUND OF BEAM = 14 TUMBLE HOME AT UPPER DECK = 12 TUMBLE HOME AT 2ND DECK = 2 1/2
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APPROVED
J. R. Clark
10/1/11
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LITHGOWS LTD

(14)

N2969-70

'Y3 Type

MIDSHIP SECTION

'Y4 Type

971/2 - 3/10/41

973/6 - 24/10/41

977/8 - 14/11/41

979 - 8/1/42

980-81 - 14/1/42

NN. APTJ USHA

EX FAIRWATER X

EX

FREECREST

EX N.N. FRINTON

Yard No. / Name First Entry Ref. No.

969 "EMPIRE AUSTEN" 21837

970 "EMPIRE GALAHAD" 21915

971 "EMPIRE LANCER" 22036

972 "EMPIRE PENNANT" 22115

973 "COULCORN" 22116

976 "CAPE HOWE" 22190

977 "EMPIRE TREASURE" 22243

978 "EMPIRE BEATRICE" (MARY K) 22284

979 "EMPIRE BUCKLER" 22300

980 "EMPIRE PIBROCH" 22347

981 "EMPIRE FALSTAFF" 22342

982 "EMPIRE SERVICE" 22374

990 "EMPIRE FLORIZEL" 22357

w/s
681

002674-002681-0131

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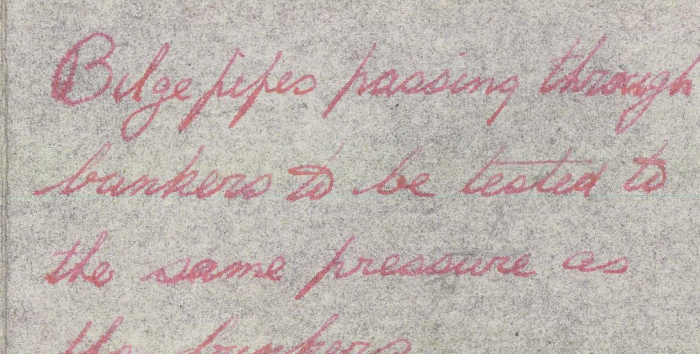
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The remaining requirements of the Rules for Pumping and Piping to be complied with so far as they are applicable.

OIL FUEL PRESSURE PIPES
 THE OIL PRESSURE PIPES MUST BE S/D STEEL AND THOSE CARING HEATED OIL MUST BE PLACED IN A WELL LIGHTED POSITION ABOVE FLOOR PLATES.
 THE COUPLING FLANGES MUST BE MACHINED SO THAT THEY ARE METAL TO METAL AND ANY JOINTING MUST BE OF THE VEW THINNESS & IMPERVIOUS TO OIL.
 THE PRESSURE OF THE OIL MUST BE 250 LBS. THE SEALING OF THE OIL MUST BE W/P OF 0.25 LBS/IN.
 PIPES HEATERS AND THE FITTINGS MUST BE TESTED AFTER JOINING TO DOUBLE TUBING.
 THE MOTIVE POWER OF THE TRANSFER PUMP MUST BE CONTROLLED AS PER RULES.
 ALL OUTLET VALVES ON DEEP BUNK AND SETTLING TANKS TO BE CONTROLLED FROM ABOVE THE BUNK'S DECK AS PER RULES.

TO LLOYDS TESTS AND SURVEY REQUIREMENTS.

S.S. FRINTON
(EX EMPIRE AUSTIN)

OIL FUEL CONVERSION

ARRG. OF BILGE, BALLAST, AND OIL FUEL.

SUCTION AND DISCHARGE PIPES

SCALE $\frac{3}{8}"$ TO FOOT

KEY PLAN

OIL FUEL
BALLAST
BILGE

SAVING 20% OFF

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